

Fairfax Center Area Study – Phase II

PA 2013-III-FC1(B)

Summary of Impact Analysis for Land Use Scenarios

May 2016



Summary of Impact Analysis for Land Use Scenarios - Background

This document summarizes the impact analysis for the land use scenarios developed by the Fairfax Center Area – Phase II Working Group. Critical issues related to land use, transportation, the environment, parks, and schools are identified in the following sections. Preliminary staff recommendations are included at the conclusion of this document.

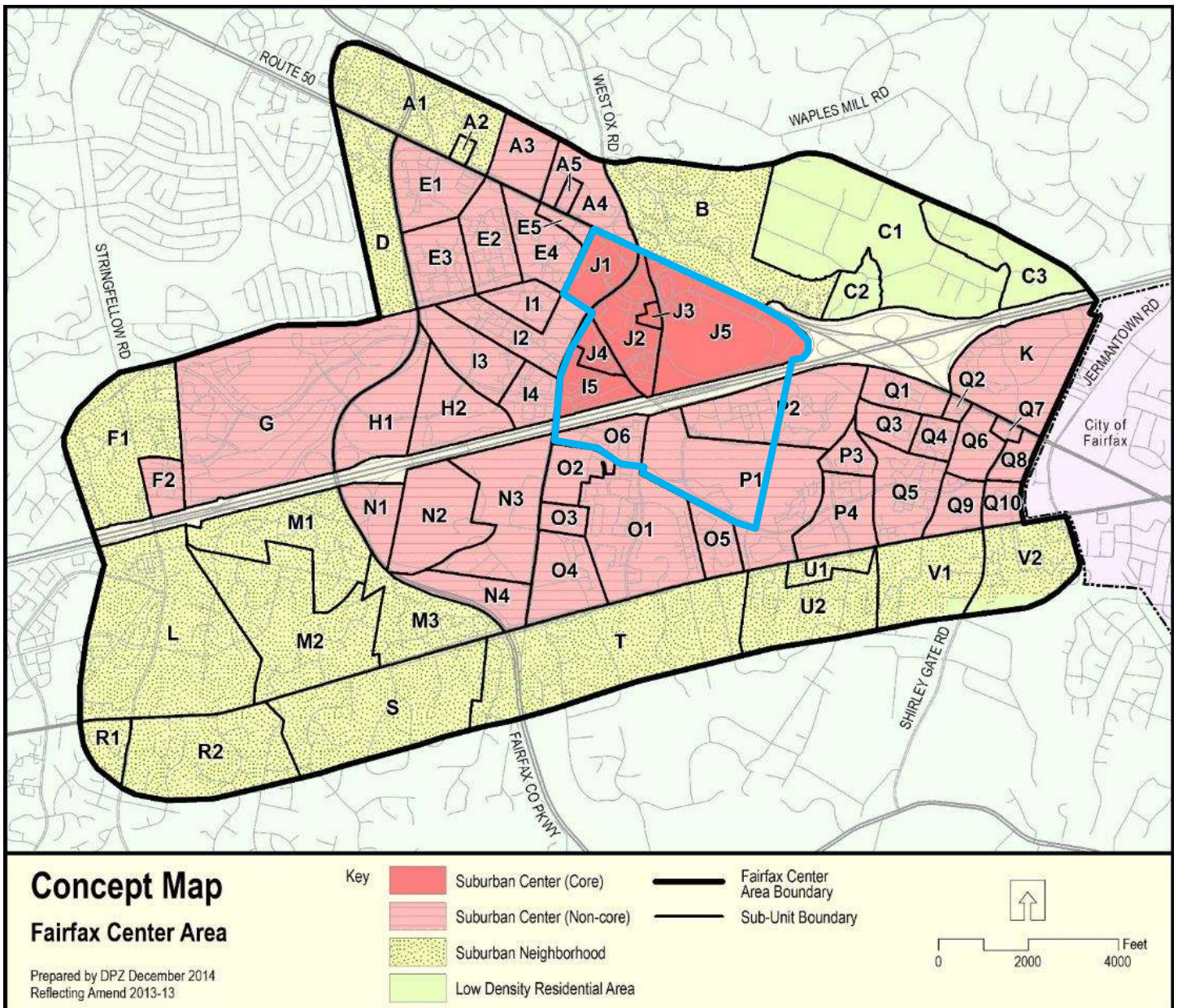
The Fairfax Center Area Study – Phase II evaluates Comprehensive Plan recommendations for the portion of the study area classified as the Suburban Center, as shown on the map on page 3. The Suburban Center categorization emphasizes a mix of uses with the primary focus on employment and higher density residential uses. The area designated as the core of the Suburban Center contains the highest planned intensities, with a goal of creating a 24 hour activity cycle through a mixture of office, retail, hotel, entertainment, and housing opportunities.

The working group, consisting of representatives from each of the Supervisor Districts comprising the Fairfax Center Area, has been meeting since July 2015 to guide the review of the second phase of the study. The working group examined the vision for the Suburban Center, envisioning it as a premiere place to live, work, and play, with the greatest intensity focused around a central mixed use core area. The group redefined the Core Focus Area where future development opportunities may be concentrated around the planned transit station along Interstate 66 in the vicinity of the Fair Oaks Mall to include the areas north and south of the station, the majority of which is already currently recommended for more intense, mixed-use development at the Fair Oaks Mall and Fairfax Corner. The proposed Core Focus Area is illustrated on the map on page 3 outlined in blue.

In support of this vision, the working group developed a set of guiding principles for the Fairfax Center Area. One of these principles states “Focus the most intense redevelopment near planned Metrorail/BRT stops and create a safe, convenient, and walkable environment.” To encourage cohesive transit-oriented development (TOD) opportunities, the working group and county staff developed land use scenarios for infill development or redevelopment on selected portions of the Core Focus Area that are not part of the planned mixed-use options. The high end land use scenario would maximize the development potential in keeping with the TOD principles of locating the most intense uses at the station, with an emphasis on office use, and taper development to the half-mile radius from the station. The mid-level range may reflect existing conditions or establish a benchmark

Another principle states “Provide opportunities for infill development that can support the creation of additional activity nodes that include residential, retail, office, hotel, and/or civic uses.” In support of this, the working group developed land use scenarios for evaluation based upon submissions received by property owners within the Suburban Center, outside of the Core Focus Area.

Section 1 of this document discusses the cumulative impacts of the land use scenarios that were evaluated. Section 2 focuses on the impacts of the land use scenarios within the Core Focus Area, while Section 3 highlights the impact analysis for the areas outside of the Core Focus Area. The document concludes with preliminary staff recommendations, which are found in Section 4.



Fairfax Center Area Concept for Future Development

*note: the Core Focus Area as developed by the working group is outlined in blue

Section 1: Cumulative Impacts

Current and Proposed Plan

Current Plan Potential	Proposed Plan Potential - Mid-level	Proposed Plan Potential - High End
900,577 SF office use; 330,000 SF hotel use; 41,000 SF retail use; 142,000 SF institutional use; 112 multifamily residential units; 43 townhouse units; 100 units senior housing	654,000 SF office use; 313,000 SF hotel use; 83,000 SF retail use; 44,000 SF museum use; 681 multifamily residential units; 404 townhouse units	1,835,000 SF office use; 264,000 SF hotel use; 215,000 SF retail use; 44,000 SF museum use; 2,103 multifamily residential units; 259 townhouse units; 125 units assisted living/senior housing

* Non-core sites with only one land use scenario are included in both the mid-level and high-end cumulative totals

Land Use

- Within the Core Focus Area, the highest intensities that were tested are assumed to be transit-oriented in nature. The mid-level land use scenario represents a benchmark between the current Plan potential and the high-end land use scenario.
- As tested, the land use scenarios would increase the overall proportion of residential uses compared with nonresidential uses within the Suburban Center.
- In the mid-level land use scenario, there is a reduction in office use over the current Plan recommendations. However, none of the reductions are located within the ¼ mile radius of the planned transit station, where office use would be optimally located.
- Planned office use in the high-end land use scenario would nearly double from what is currently recommended within the Comprehensive Plan. Much of this proposed office use is focused within ¼ mile of the planned Metrorail station.
- The high-end land use scenario proposes more than 2,000 additional residential units compared with the current Plan recommendation. A majority of these residential units are located within the Core Focus Area, increasing the overall proportion of residential uses within this area.

Transportation

- *Trip Generation:* Trip Generation estimates are derived from the *Institute of Traffic Engineers (ITE), Trip Generation, 9th Edition* (2013). Trip generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for passby, internal capture, or traffic reductions as a result of proximity to transit stations. Further analysis would be needed to determine the overall impacts of transit on the transportation network.
- Both proposed land use scenarios would increase the number of daily trips; however, the proposed plan high-end would increase them dramatically when compared to the current plan.
 - **Mid-Level vs. Current Plan:** Changes proposed would generate an additional 4,219 gross daily trips over the current Comprehensive Plan. The AM peak hour trips would increase by 96 trips, and the PM peak hour trips would increase by 279 trips.
 - **High-End vs. Current Plan:** Changes proposed would generate an additional 23,322 gross daily trips over the current Comprehensive Plan. The AM peak hour trips would increase by 1,947 trips, and the PM peak hour trips would increase by 2,771 trips.
- The trip generation estimates indicate that the proposed high-end land use scenario would require a Chapter 870 traffic impact analysis.

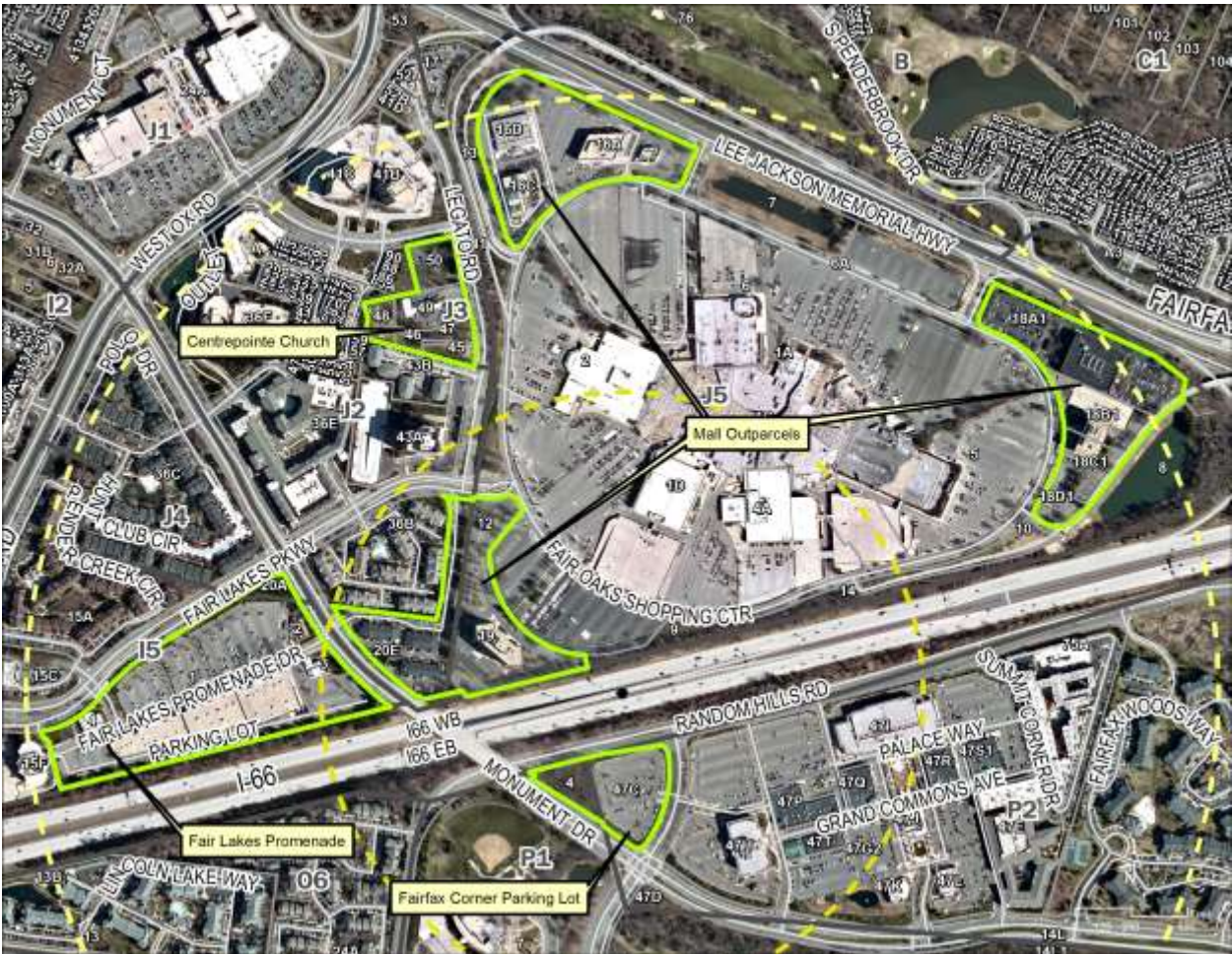
Parks and Recreation

- Combined, the high-end land use scenario could potentially add up to 5,400 new residents, plus workers and customers to the Fairfax Center Area, which is deficient in park space and facilities. These new residents, employees, and customers increase the need for recreational facilities, which cannot be met in the existing nearby parks.

Schools

- Presently, the subject properties in this area are served by Eagle View, Greenbriar East, Navy, and Waples Mill Elementary School; Franklin and Lanier Middle School; and Fairfax and Oakton High School.
- This area is projected to have capacity challenges at the high school level. Traditionally, capacity needs have been addressed through new school construction, additions to existing facilities, interior architectural modifications, temporary or modular buildings, and changes to programs and/or attendance areas.
- The FY 2017-21 CIP identifies a renovation and capacity enhancement for Oakton High School in the 10-year CIP cycle, which would increase the capacity to 2,650 students. At the elementary school level, the FY 2017-21 CIP identifies the unfunded need for a Fairfax/Oakton Area Elementary School which is in proximity to the Fairfax Center Area.
- The Mid-Level land use scenario would yield a net increase of 233 students (133 elementary, 34 middle, and 66 high). The High-End land use scenario would yield a net increase of 376 students (216 elementary, 56 middle, and 104 high).
 - Under both scenarios, based upon current attendance areas, the majority of development would occur within the Fairfax High School pyramid, primarily in the Eagle View Elementary School attendance area.

Section 2: Core Focus Area



Current and Proposed Plan

Centerpointe Church (Submission SS4)

TMP	Size	Existing Use
46-3 ((1)) 45,46,47,48,49,50	3.85 ac (167,624 SF)	16,208 SF institutional use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Mid-level	Proposed Plan Potential - Mid-level	Proposed Plan - High End	Proposed Plan Potential - High End
office use up to 1.0 FAR	168,000 SF office	multifamily residential use up to 1.25 FAR	190 multifamily units	multifamily residential use up to 2.5 FAR	380 multifamily units

Mall Outparcels

TMP	Size	Existing Use
46-3 ((8)) 12,16A,C,D; 46-4 ((9))18A1,B1,C1,D1; 56-1 ((12)) 19; 56-1 ((1)) 20E	27.12 ac (1,181,485 SF)	381,747 SF office use; 312,513 SF hotel use; 28,602 SF retail use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Mid-level	Proposed Plan Potential - Mid-level	Proposed Plan - High End	Proposed Plan Potential - High End
mixed use (office, retail and hotel) up to .65 FAR	407,000 SF office use; 330,000 SF hotel use; 31,000 SF retail use	mixed use up to .73 FAR	382,000 SF office use; 313,000 SF hotel use; 15,000 SF retail use; 151 multifamily residential units	mixed use up to 1.75 FAR*	791,000 SF office use; 264,000 SF hotel use; 79,000 SF retail use; 943 multifamily residential units

* A majority of the proposed intensity is focused on southwest portion of sub-unit, within ¼ mile of the planned transit station

Fair Lakes Promenade

TMP	Size	Existing Use
56-1 ((18)) 1,2,3,4; 56-1 ((1)) 20A	15.62 ac (680,195 SF)	140,999 SF retail use*

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Mid-level	Proposed Plan Potential - Mid-level	Proposed Plan - High End	Proposed Plan Potential - High End
office mixed use up to .50 FAR	218,000 SF office use; 10,000 SF retail use; 112 multifamily residential units	mixed use up to 1.0 FAR	272,000 SF office use; 68,000 SF retail use; 340 multifamily residential units	mixed use up to 2.0 FAR	544,000 SF office use; 136,000 SF retail use; 680 multifamily residential units

*Implemented through Plan option in Sub-unit I5 for retail use up to an intensity of .21 FAR

Fairfax Corner Parking Lot

TMP	Size	Existing Use
56-1 ((1)) 47C; 56-1 ((15)) 4	3.82 ac (166,410 SF)	parking lot

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Mid-level	Proposed Plan Potential - Mid-level	Proposed Plan - High End	Proposed Plan Potential - High End
office mixed use up to .35 FAR	0 SF (parking lot)*	N/A	N/A	office use up to 3.0 FAR	500,000 SF office use

*Plan potential based on approved rezonings, which allocate intensity to other portions of Sub-units P1 and P2

Land Use

- Portions of the existing core area, including the Fair Oaks mall property and Fairfax Corner, have Plan recommendations that are oriented toward the future Metrorail station planned for this area. Overall Plan guidance within the core does not currently speak to transit-oriented development, nor does it provide an overall vision for the core related to transit. The intensity proposed for the selected sites at the high-end levels is consistent with other Plan recommendations within Transit Station Areas, but would not be appropriate unless transit is present.

Centerpointe Church

- The subject property is currently planned for office use at the overlay level, and is well-located for this use within the core. However, this site is outside of the ¼ mile radius of the planned Metrorail station, where a substantial mix of office uses would be most desired.
- An intensity of 2.5 FAR, as proposed in the high-level land use scenario, is not consistent with surrounding existing and planned uses in the core. Previous conversions of planned office use to residential use within the core have been of similar development intensity to current Plan recommendations; however, the proposed high-end intensity would more than double the existing planned intensity for the subject property. If redevelopment of the church is to occur prior to the extension of Metrorail, the mid-level intensity of 1.25 FAR would be more consistent with the existing residential development to the south and west.

Fair Lakes Promenade

- The subject property is planned for office mixed use up to an intensity of .50 FAR; however, this site is developed with a 140,000 square-foot shopping center under a Plan option for retail use.
- This site is situated between ¼ and ½ mile of the planned Metrorail station. Any additional development or redevelopment on this site should not occur so as to preclude transit-oriented intensity at the time at which Metrorail is extended.

Mall outparcels

- From an intensity standpoint, the mid-level land use scenarios are generally consistent with the existing uses developed on the subject properties. This scenario includes some multifamily residential use, which is not included within the current plan recommendations for this site.
- The Fair Oaks Mall property, which currently has a transit-oriented Plan option, is located within the same sub-unit as the mall outparcels. However, the existing Plan option only applies to the mall property and not the entire sub-unit.

Fairfax Corner Parking Lot

- This site presents an ideal location for office use, as it is immediately adjacent to the future Metrorail station. Office use at the high-end intensity would be appropriate at the time that Metrorail is present.

Transportation

Trip Generation – Centerpointe Church

The two proposed plan potentials would have different impacts on trip generation, but both would reduce number of trips generated in both AM and PM peak hour when compared to the current plan.

- **Mid-Level vs. Current Plan:** Changes proposed would generate 672 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 193 trips and the PM peak hour would decrease by 145 trips. This reduction can be attributed to the change in land use from office to residential, as residential uses generate fewer trips than office at the same level of density.
- **High-End vs. Current Plan:** Changes proposed would generate an additional 479 gross daily trips over the current Plan recommendation. However, there would be an overall reduction in the AM and PM peak hour trips

by 100 and 40, respectively. While the number of trips generated decrease in the AM and PM peak hours, the trip patterns would change. The AM peak hour outbound and PM peak hour inbound trips would increase with a change from office to residential at a 2.5 FAR.

Trip Generation – Mall Outparcels

The two land use scenarios have different impacts on trip generations for the Mall Outparcels. The mid-level plan reduces the number of daily trips when compared to the current plan, while the high-end plan increases trips.

- **Mid-Level vs. Current Plan:** Changes proposed would generate 637 fewer gross daily trips compared with the current Plan recommendation. This is due to the decrease in potential for both office and retail on these sites, which tend to generate the highest number of trips. The AM peak hour would increase by 15 trips and the PM peak hour would decrease by 52 trips.
- **High-End vs. Current Plan:** Changes proposed would generate an additional 9,816 gross daily trips over the current Plan recommendation. The AM peak hour trips would increase by 855 trips, and the PM peak hour trips would increase by 1,126 trips.

Trip Generation – Fair Lakes Promenade

Both proposed options would significantly increase trips generated from the subject property.

- **Mid-Level vs. Current Plan:** Changes proposed would generate an additional 5,582 gross daily trips over the current Plan recommendation. The AM peak hour trips would increase by 235 trips, and the PM peak hour trips would increase by 521 trips.
- **High-End vs. Current Plan:** Changes proposed would generate an additional 12,597 gross daily trips over the current Plan recommendation. The AM peak hour trips would increase by 784 trips, and the PM peak hour trips would increase by 729 trips.

Trip Generation – Fairfax Corner Parking Lot

The current parking lot does not generate any trips as a use as it only serves as an overflow lot for the adjacent land uses. The trips generated by the site would all be additional new trips added to the transportation network.

- **High-End vs. Current Plan:** Changes proposed would generate an additional 4,461 gross daily trips over the current Plan recommendation. The AM peak hour trips would increase by 693 trips, and the PM peak hour trips would increase by 683 trips.

Access

- West Ox Road, Fair Lakes Parkway, Monument Drive, Legato Road, and the Fair Oaks Mall Ring Road would all experience an increase in daily trips due to the increase in intensity within the proposed high-end scenario. Currently, all the intersections adjacent to the independent sites are operating at an acceptable LOS for the both the AM and the PM peak hours. Plan Amendment (PA) 2014-III-FC2 (Fairfax Towne Center) included a traffic analysis that shows that currently, the intersections on West Ox Road, Monument Drive, and Fair Lakes Parkway, within the Core Focus Area, operate at an acceptable Level of Service (LOS). Additional analysis would be required to study the impact of the proposed land use intensity on these intersections' performance.

Transit

- The core area is served by Fairfax Connector's 600 series and Metrobus services 1C and 2B. These routes provide service within the core area, and to and from the Vienna Metrorail Station during the week. Connections are also available to Reston, the City of Fairfax, Oakton, and Merrifield.
- The Fairfax County Transit Development Plan (TDP), adopted by the Fairfax County Board of Supervisors on March 15, 2016, recommends additional services to this area.

- A new Connector Route 624 will open in approximately June 2016. This route will serve Fair Lakes Parkway, Fair Lakes Boulevard, and West Ox Road, from the Vienna Metrorail Station.
- The TDP recommends additional routes in the Fairfax Center Area, connecting the Core Focus Area to the Franconia-Springfield Metrorail Station and the planned Herndon Metrorail Station.

Pedestrian and Bicycle Facilities

- Planning and development within this area should accommodate and provide for planned bicycle facilities and for safe bicycle connections with nearby retail, office complexes and residential areas. The Fairfax County Bicycle Master Plan contains the following recommendations for roadways in this area:
 - Buffered bike lanes are recommended on West Ox Road, from Fair Lakes Parkway to Franklin Drive. These lanes would supplement the existing trail along West Ox Road, from Lee Highway to Monument Drive.
 - Buffered bike lanes are recommended on Fair Lakes Parkway, from Stringfellow Road to Monument Drive. There is an existing trail on Fair Lakes Parkway, from Fair Lakes Circle to West Ox Road.
 - Bike lanes are recommended on Monument Drive, from Fairfax County Parkway to Government Center Parkway, with a shared use path extending from Government Center Parkway to Lee Highway. The Fairfax County Trails Plan recommends a minor paved trail on Monument Drive.
 - Buffered bike lanes are recommended along Government Center Parkway.
- The proposed land use scenarios represent increased mixes of uses in the core, including office, retail and residential development. This combination of uses necessitates safe pedestrian facilities in the area. The Fairfax County Trails Plan recommends major paved trails along West Ox Road, Fair Lakes Parkway and Lee-Jackson Memorial Highway (Route 50). It also recommends a minor paved trail on Monument Drive. Pedestrian facilities should have direct access to nearby trails and bus stops. There should be good interparcel connectivity to expand the existing pedestrian network. Enhanced and safe pedestrian crossings on West Ox Road, Fair Lakes Parkway, Monument Drive and Legato Road, and all access points, are also essential.
- At the Fairfax Corner Parking Lot site, the proposed use would require adequate and safe pedestrian facilities to access the surrounding amenities including Fairfax Corner and the trails on at the Government Center. The intersection of Monument Drive and Government Center Parkway has marked pedestrian crossings on each leg. Any development of the site should enhance the existing pedestrian connections in the area, and provide access to the existing transit stops. Additionally, the Plan currently recommends a pedestrian bridge connecting the Fair Oaks Mall to this site, with the pedestrian bridge contingent upon the extension of Metrorail.

Environmental

- The impacts of roadway noise should be considered when designing new residential development. The Mall Outparcels and the Fair Lakes Promenade include areas immediately adjacent to I-66 and Lee-Jackson Memorial Highway, presenting a significant potential for noise impacts at or above 75 dBA LDN. It is likely that measures would be required to address exterior and interior noise impacts in these areas for residential and other noise sensitive uses.

Parks and Recreation

- The Core Focus Area scenarios cover four distinct properties:
 - Centerpointe Church which proposes to re-develop its site to residential use that would add 412 to 825 new residents to the Fairfax Center Area.
 - The mall outparcels are the subject of two mixed use scenarios that would add between 328 to 2,046 new residents, plus additional employees, and customers to the Fairfax Center Area.
 - Fair Lakes Promenade, currently a 141,000 sf retail center, is proposed for commercial and residential use that would add between 738 to 1,476 new residents, plus additional employees, and customers to the Fairfax Center Area.
 - The Fairfax Corner parking lot scenario would add 500,000 sf of office space.

- Combined, these four changes potentially add 4,347 new residents, plus workers and customers to the Fairfax Center Area, which is deficient in park space and facilities. These new residents, employees, and customers increase the need for recreational facilities, which cannot be met in the existing nearby parks.
- While most of these sites have been developed, there are a few areas that remain relatively undisturbed and forested on these sites. Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.

Schools

- The mid-level land use scenarios would yield a net increase of students over the current Plan recommendations by site as follows:
 - Mall outparcels: 8 elementary, 4 middle, 2 high. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.
 - Centerpointe Church: 16 elementary, 9 middle, 37 high. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.
 - Fair Lakes Promenade: 3 elementary, 0 middle, 0 high. These students are in the attendance area of Greenbriar East Elementary.
- The high-level land use scenarios would yield a net increase of students over the current Plan recommendations by site as follows:
 - Mall outparcels: 53 elementary, 15 middle, 26 high.
 - Centerpointe Church: 74 elementary, 17 middle, 32 high.
 - Fair Lakes Promenade: 16 elementary, 6 middle, 9 high.

Sewer

- For the area near the Mall Outparcels, all trunk sanitary sewer lines have adequate capacity for the current Plan recommendations and the mid-level land use scenario. However, for the high end land use scenario, sewer lines to serve the property and the 50/66 service pump station may not have adequate capacity to support development. A sewer capacity study for the pump station and the sewer lines (collector and trunk) would be required during the land development process.
- Sewer lines serving the Fair Lakes Promenade may not have adequate capacity to support the development proposed in both the mid-level and high-end land use scenarios. A sewer capacity study for the sewer lines would be required during the land development process.

Section 3: Areas Outside of the Core Focus Area

Fair Oaks Church (Submission SS1)



Current and Proposed Plan

TMP	Size	Existing Use
56-1 ((1)) 11H	21.66 ac (943,674 SF)	74,174 SF institutional use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan	Proposed Plan Potential
institutional use up to .15 FAR	142,000 SF institutional use	residential use at 8 du/ac	173 townhouse units

Land Use

- The current institutional land use recommendation serves as a transition between residential uses to the east and the industrial/public facility uses to the south and west.
- The proposed density of 8 du/ac is consistent with the residential development to the east in Sub-unit O2, which is also planned for residential use 8 du/ac. Any proposed site layout should provide an opportunity for pedestrian connectivity to the adjacent residential development.
- Industrial and public facility uses are located to the south and west of the subject property. These uses would not be compatible with the proposed residential development. To mitigate this, a substantial buffer would be necessary along West Ox Road and the southern edge of the property. Access should be oriented to Post Forest Drive so as to not create a break in the buffering along West Ox Road.

Transportation

- *Trip Generation:* The proposed plan would reduce the daily trips generated by the current Plan recommendations for the site. Changes proposed would generate 258 fewer gross daily trips compared with the current Plan recommendation. There is no change in the AM peak hour trips, and the PM peak hour trips would increase by 16 trips.
- *Access:* The site is adjacent to West Ox Road and Post Forest Drive. In 2013, the intersection operated at an acceptable level of service, however, this LOS was not based on current traffic count data.
- *Transit:* This section of West Ox Road is served by Metro Bus Routes 1C and 2B, with service to the Fair Oaks Mall and Vienna Metrorail Station. Post Forest Drive is served by Fairfax Connector Routes 605, 621 and 623, connecting to Reston and the Vienna Metrorail Station.
- *Pedestrian and Bicycle Facilities:* West Ox Road has an existing trail adjacent to the site. The Bicycle Network Plan Map recommends bicycle lanes along Post Forest Drive. The proposed plan option recommends residential development, which requires quality bike and pedestrian connections to regional bike/pedestrian facilities and local transit and bus stops.

Parks and Recreation

- The proposed land use scenarios would add approximately 467 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities which cannot be met in the nearby parks.
- Half of the subject site is presently developed with for institutional uses, with much of the remaining area undeveloped and wooded. Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.
- There is an opportunity to preserve the green corridor connection from this site south to the Warhurst-Williams site (2016-III-FC1). Doing so will preserve a vital greenway connection for both wildlife and pedestrians if a trail connection is included.

Schools

- This land use scenario would yield a net increase of 77 students (44 elementary, 11 middle, and 22 high) over the current Plan recommendations. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.

Pender Professional Center (Submission SS2)



Current and Proposed Plan

TMP	Size	Existing Use
46-3 ((1)) 15A1, 15C	18.07 ac (787,024 SF)	76,577 SF office use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan - Option 1	Proposed Plan Potential - Option 1	Proposed Plan - Option 2	Proposed Plan Potential - Option 2
office/institutional uses up to .25 FAR; option for 100 units elderly housing	76,577 SF office/ institutional use* and 100 units elderly housing	residential use at 8 du/ac	145 townhouse units	multifamily residential use and assisted living/senior housing	100 multifamily units and 125 units assisted living/senior housing

*Plan potential based on implementation of larger rezoning application that includes a larger portion of Sub-unit A3

Land Use

- The area to the west of the subject property is planned for and developed with townhouses at a density of 5 du/ac. Based on the existing development pattern, there would not be an ability to connect the proposed residential development on the subject property with the neighborhood to the west. Development on this site would be

isolated from any adjacent residential development, and would instead be oriented toward the rear of the existing shopping center to the south.

- The existing recommendation for elderly housing is a compatible use in this area; however, conditions associated with the current recommendation have made it difficult to implement. This use continues to be a suitable option for the subject property, and expansion of this use may be desirable as an alternative to the existing office building.
- The subject property is bordered on the east by an electrical substation, creating compatibility concerns. Any residential development should provide a buffer to this substation.
- The current buffering recommendations within the Plan were developed as the result of public input when the Plan was previously reviewed for this site.

Transportation

- *Trip Generation:* Both Plan options would result in a reduction of trips when compared to current Plan recommendations, due to the change in the land use from office to residential. Changes proposed in Plan Option 1 would generate 502 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 105 trips and the PM peak hour would decrease by 108 trips. Changes proposed in Plan Option 2 would generate 268 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 97 trips and the PM peak hour would decrease by 85 trips.
- *Access:* The intersection of Lee-Jackson Memorial Highway and Fair Ridge Drive provides full access to the site. The site can also be accessed from a right-in access point from Lee-Jackson Memorial Highway, west of the Fair Ridge Drive intersection. Any development on this site should focus its access on the intersection of Fair Ridge Drive and Lee-Jackson Memorial Highway.
- *Transit:* The Fairfax Connector 600 series routes run on Lee-Jackson Memorial Highway in proximity to this site, but do not stop close enough to have a significant impact on accessibility of the site. These routes stop at the full access intersection of Fair Ridge Drive and Lee-Jackson Memorial Highway, approximately 2,000 feet from the subject property. These routes connect the Vienna Metrorail Station to Chantilly and Franklin Farm.
- *Pedestrian and Bicycle Facilities:* The Bicycle Network Plan Map and Trails Plan recommend a major paved trail on Lee-Jackson Memorial Highway. The subject property is behind an existing Harris Teeter shopping center. If the property is redeveloped, adequate interparcel pedestrian connectivity to the nearby retail activities should be provided for residents of the development. Pedestrian walkways connecting to Fair Ridge Drive should also be provided.

Environmental

- The western portion of the site contains Resource Protection Area (RPA), constraining buildable area on this site.

Parks and Recreation

- The subject property currently consists of an office building, with half the site remaining undeveloped and wooded. The proposed land use scenarios would add approximately 382 to 402 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities which cannot be met in the nearby parks.
- Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.

Schools

- The townhouse-oriented land use scenario would yield a net increase of 64 students (37 elementary, 9 middle, and 18 high) over the current Plan recommendations. The multifamily/senior housing land use scenario would yield a net increase of 33 students (19 elementary, 5 middle, and 9 high) over the current Plan recommendations. These students are in the attendance areas of Navy Elementary, Franklin Middle, and Oakton High School.

NRA (Submission SS3)



Current and Proposed Plan

TMP	Size	Existing Use
46-4 ((1)) 33A,33B	1.43 ac (62,417 SF)	20,232 SF office use

Maximum Plan Recommendation	Current Plan Potential	Proposed Plan	Proposed Plan Potential
office use up to .50 FAR	31,000 SF office use	museum use at .70 FAR	44,000 SF museum use

Land Use

- Museums are a special exception use within certain industrial zoning districts. The subject property is currently zoned I-5, General Industrial District, which does not allow for museums as a special exception use. Rezoning to a less intense industrial district, such as I-4, Medium Intensity Industrial District, would provide an opportunity for a museum use with a special exception.
- The Land Use Element of the Policy Plan encourages development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems. This would be among the criteria used to evaluate a museum as a special exception use on this site.

Transportation

- *Trip Generation:* A change in land use from office to museum would result in a decrease of trips. However, there are very few samples from which to draw comparison to in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Any transition to museum use would need more consideration given to the possible changes in traffic patterns in the area. Changes proposed would generate 416 fewer gross daily trips compared with the current Plan recommendation. The AM peak hour would decrease by 63 trips and the PM peak hour would decrease by 105 trips.
- *Access:* The main access to the subject property is from Waples Mill Road. While the trip generation indicates that there would be a decrease in daily trips, more information about how and when the museum would operate is needed to understand its transportation impact.
- *Transit:* This section of Waples Mill Road does not have transit services. Any new uses on this site should consider how to implement additional transportation services and investigate how they can provide better transportation options to their employees and visitors, including possible shuttle service to and from the Vienna Metrorail Station.
- *Pedestrian and Bicycle Facilities:* There are no planned bicycle facilities in proximity to this site. However, museum uses generate trips that can be made during leisure time. If this use is considered on the site, quality bike and pedestrian connections should be made to the adjacent multimodal transportation network to facilitate visits to the museum by non-motorized users.

Environmental

- This area contains rock formations in which naturally occurring fibrous asbestos may occur. Any future development on this site should detail how constraint will be mitigated.

Williams-Warhurst Property (PA 2016-III-FC1)



Current and Proposed Plan

TMP	Size	Existing Use
56-1 ((1)) 35	7.16 ac (311,820 SF)	vacant land

Maximum Plan Recommendation	Plan Potential	Proposed Plan	Proposed Plan Potential
residential use at 6 du/ac*	43 townhouse units	residential use at 12 du/ac	86 townhouse and stacked townhouse units

*Maximum density for this parcel is at the intermediate level, as it cannot meet consolidation recommendations to develop at overlay level of 12 du/ac

Land Use

- The subject property is a part of a larger Plan recommendation for residential use at 12 du/ac at the overlay level within Sub-unit O1. The consolidation focused the densest development along the northern portion of the sub-unit, and included the dedication of a school site and transportation network. This property was not included within the initial consolidation at the overlay level, and is recommended to develop at the intermediate level.

- The current Plan recommendation for development at the intermediate level of 6 du/ac represents a deliberate transition to planned lower density uses along Lee Highway. Due to the presence of RPA on the western portion of the site, the effective intensity that could result from 12 du/ac could be higher than the adjacent development to the north and the west. This would disrupt the pattern of development along this portion of Lee Highway, where planned density is generally 6 to 8 du/ac.

Transportation

- *Trip Generation:* Changes proposed would generate an additional 255 gross daily trips over the current Comprehensive Plan. The AM peak hour trips would increase by 15 trips, and the PM peak hour trips would increase by 23 trips. Since the proposed plan is the same use with a slightly higher density, this change would generate relatively few additional trips during the peak hours and would not significantly impact the network.
- *Access:* The Comprehensive Plan Transportation Plan Map recommends an interchange at the intersection of Legato Road and Lee Highway (Route 29). The subject property is situated in close proximity to this intersection. Any development of this site would need to reserve adequate right-of-way for the interchange. Specific guidance is incorporated in the Policy Plan requiring additional analyses for these recommendations.
 - A design concept for Lee Highway was developed and approved by the Board of Supervisors in 1992. The plans recommend the reconstruction of Lee Highway with grade separated interchanges at Waples Mill Road/Shirley Gate Road, Monument Drive/Village Drive, and Legato Road. Lee Highway would be a six-lane divided highway, with access to local properties and roads via a system of collector/distributor roads. However, there is no timeframe for when the interchange project will move forward.
 - Roadway connections to the development north of the subject property should be made, with access to Legato Road provided via Bridgend Run. No new access points should be oriented towards Lee Highway.
- *Pedestrian and Bicycle Facilities:* The Fairfax County Bicycle Network Plan Map shows a shared bicycle roadway on Legato Road and a shared use bike path on Lee Highway. There is a trail on Legato Road from Lee Highway to Post Forest Drive. New pedestrian facilities should be built with the development to connect to the adjacent existing residential areas to allow for a more robust pedestrian network.
- *Transit:* There are presently no transit connections or services for this site.

Environmental

- The impacts of roadway noise should be considered when designing new residential development. The subject property is immediately adjacent to Lee Highway, presenting a significant potential for noise impacts at or above 75 dBA LDN. It is likely that measures would be required to address exterior and interior noise impacts in these areas for residential and other noise sensitive uses.
- The western portion of the subject property contains RPA, presenting a significant constraint in buildable area for this site.

Parks and Recreation

- The subject property currently contains a building with parking lot, a field, and the majority of the site being treed. The proposed land use scenario would add approximately 232 new residents to the Fairfax Center Area, which is deficient in park space and facilities. New residents will increase the need for park space and recreational facilities which cannot be met in the nearby parks.
- Development of undisturbed areas has potential for natural, archaeological, and historical resource impacts.
- There is an opportunity to preserve the green corridor connection from this site north to the Fair Oaks Church site (Submission SS1). Doing so would preserve a vital greenway connection for both wildlife and pedestrians if a trail connection is included.

Schools

- This land use scenario would yield a net increase of 19 students (11 elementary, 3 middle, and 5 high) over the current Plan recommendations. These students are in the attendance areas of Eagle View Elementary, Lanier Middle, and Fairfax High School.

Section 4: Preliminary Staff Recommendations

Preliminary Staff Recommendation – Core Focus Area

See pages 6-11 for the impact analysis

- Aside from recommendations for the Fair Oaks Mall and Fairfax Corner, Plan guidance for the core area does not discuss a vision for the future of the area despite the presence of a planned Metrorail station. This vision should be articulated within Plan guidance for the core, recognizing the importance of creating better connections within the core. This would support the guiding principle related to focusing the most intense redevelopment near planned Metrorail/BRT stops and creating a safe, convenient, and walkable environment, including improved north-south connectivity across Interstate 66.
- The core that is presently defined in the Plan does not include the higher intensity recommendations of Fairfax Corner. Expanding the core to include the working group's Core Focus Area south of the planned Metrorail station would generally encompass the ½-mile radius from the station, allowing for a transit-oriented future vision to be established.
- The high-end land use scenario proposed for the Core Focus Area would result in a significant increase in trips. The existing transportation network may not be able to accommodate these trips, and further analysis and a Chapter 870 review would be needed to assess the impacts and recommend improvements to the transportation network. While the core area is served by Fairfax Connector bus routes, the headways are not frequent enough to encourage high transit ridership. Proposed land use recommendations should take into account the transportation improvements already in the Comprehensive Plan, and their ability to be implemented.
- The following should be included in updated Comprehensive plan guidance to address these factors:
 - Reflect the future vision of the core as a Transit Station Area by adding more robust guidance about the overall vision of the core related to transit. This would include an expansion of the existing core to encompass the Core Focus Area as developed by the working group.
 - Support an option for residential use at the Centerpointe Church site. As there is a near-term interest in development at this site, development intensity should be consistent with existing development in this part of the core, generally ranging from .80 FAR to 1.25 FAR. This would result in up to 190 multifamily residential units.
- Additionally, there are two options for how to integrate the land use scenarios that were tested into a revised Fairfax Center Area plan:
 - Option One
 - Do not add other specific land uses and intensities within the core to land use guidance at the present time. As a part of the final recommendations, it would be noted that additional transportation study should be conducted in the future to better refine land use and intensity recommendations for the core related to the planned Metrorail station.
 - Option Two
 - Pursue additional transportation study (Chapter 870 traffic impact analysis) to incorporate the high-end land use scenarios into the Comprehensive Plan for Fairfax Center Area. There is presently no funding for this study, and the timing and priority of this study is unknown.

Preliminary Staff Recommendation – Areas Outside the Core Focus Area

The land use scenarios evaluated within the non-core portion of the Suburban Center generally reflect infill development opportunities in areas that have generally developed in accordance with the Fairfax Center Area Plan guidance. Land use changes recommended by staff are generally consistent with the overall goals of the Suburban Center, encouraging a mix of higher density residential uses and employment.

Fair Oaks Church

See pages 12-13 for the impact analysis

- Residential use at 8 du/ac could be appropriate at this site as an extension of the established development pattern to the east with the following conditions:
 - There should be significant buffering to the industrial and public facilities uses to south and west.
 - Access to the site should be provided via Post Forest Drive, with the layout of the site oriented to this access point.
 - The green corridor connection to the southeast should be preserved.

Pender Professional Center

See pages 14-15 for the impact analysis

- The option for elderly housing should be maintained but modified to recommend additional housing in lieu of the existing office building intensity.
- Development should provide a buffer to the electrical substation to the east.
- The condition related to providing a substantial affordable housing component should be removed, in favor of existing county policy related to affordable and workforce housing.

NRA

See pages 16-17 for the impact analysis

- No site specific language is recommended, but guidance related to museums and cultural centers as alternatives to office use could be added to areawide land use recommendations for the Fairfax Center Area.

Williams-Warhurst Property

See pages 17-18 for the impact analysis

- Retain the current Plan recommendation.